ARDENT

Command Data
Name of your Command or Organization: MCM Crew Leader, UIC 40168.
Name and Rank of Commanding Officer: LCDR Elaine Brunelle USN (01Jan-31Dec 2010), LCDR Morgan Roberts, USN. (Change of Command 14JAN2011).

Command Employment:
Assigned to MCM Squadron 5, Fifth Fleet (1JAN-4FEB)
Hull Swap of USS Ardent (31JAN-3FEB)
Assigned to MCM Squadron 2, Third Fleet (5FEB-31DEC)
Planned Maintenance Availability (PMA), 13JAN-07MAR
Light Off Assessment (LOA), 22-30APR
Search and Rescue Certification (SAR CERT), 27-28APR
Continuous Maintenance Availability (CMAV),17MAY-06JUN
Emergent PVST Monterey, CA, 25JUL-08AUG
Hull swap of USS CHIEF and USS WARRIOR 20AUG
Ship Board Training Team(SBTT), 20-24SEP
Ordnance Assist Visit (OAV), 07-10SEP
Damage Control Material Assessment (DCMA), 04-08OCT
ULTRA-C, 12-15OCT
3MC, 1-15NOV
Conventional Ordnance Safety Review (COSR), 22-24NOV
FP ULTRA, 08-09NOV
Unit Level Training Assessment Engineering (ULTRA-E), 06-10DEC

Date Assumed Command : 2009-09-11
Mission/Command Employment/Area of Operations:
Home Port: San Diego CA.
Immediate Superior In Command:
Administrative: Mine Counter Measures Squadron 2
Operational: Mine Counter Measures Squadron 2

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): NTR
Type and number of Aircraft Assigned and Tail Codes, if applicable: NTR
Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): NTR
Number of Personnel Assigned:
Officers: 11 Enlisted: 77 Civilian: 0
Command Point of Contact (required entry, complete in full): ENS (b) (6)
CREW LEADER. Email: (b) (6)

Chronology and Narrative

MCM Crew Leader began 2010 embarked on USS Ardent, home ported in Bahrain, Bahrain, with LCDR Elaine Brunelle USN Commanding. The crew spent January wrapping up a seventh month deployment to the Fifth Fleet AOR. On 4 February the crew returned to San Diego, CA to take over USS CHIEF that was currently halfway through a pierside CNO Availability at BAE Shipyard.. Major repairs included an anchor refurbishment, exhaust flange modification, Digital Voltage Regulator (DVR) install, ship-wide corrosion control, new deck nonskid throughout the ship, painting of the pilot house, window replacement, magnetic sweep wire refurbishment and replacement, anchor chain preservation, anchor windlass overhaul and modification work on the sweep cranes. The availability was unexpected extended due to problems with the exhaust flange modification.

From 22 APR to 30 APR the crew conducted their post-availabilityLight Off Assessment (LOA). The LOA was a success and the Crew was designated "safe to operate". April also brought with it the Search and Rescue (SAR) certification evaluated by Afloat Training Group (ATG) San Diego, CA. During this same time MCM Crew Leader had the opportunity to promote four out of eleven of its Naval Officers onboard. These promotions included, Lieutenant (b) (6) promoted to Lieutenant Commander, Lieutenant Junior Grade (b) (6) promoted to Lieutenant, Lieutenant Junior Grade (b) (6) promoted to Lieutenant and Ensign (b) (6) (b) (6) promoted to Lieutenant Junior Grade. The following month in May, the crew frocked three seamen to Petty Officer Third Class and one Petty Officer Third Class to Petty Officer Second Class. These included EN3 (b) (6), ENFN (b) (6) (b) (6), MNSN (b) (6), and MNSN (b) (6). From May to June the crew executed a light underway schedule to support a Continuous Maintenance Availability (CMAV) from 17 MAY to 6 JUN.

In July, CHIEF began a scheduled seven-day transit to Seattle to participate in the Seattle Sea Fair. On 25 JUL a casualty to the Digital Voltage Regulator (DVR) left CHIEF with only a single generator to provide electrical power to the ship. Assessing that it was not safe to continue to Seattle, CHIEF pulled into port in Monterey Bay CA. Given that Monterey does not usually host Navy ships, CHIEF was forced to moor to a civilian fishing pier for a period of fourteen days from 25 JUL to 8 AUG to allow for repairs. During this time in port, heavy seas and currents caused CHIEF to part four mooring lines eight times. However because of the superb efforts of the crew the ship was never in extremis and returned to her homeport in San Diego safely.

After returning from Monterey, the Crew was faced with the rare challenge of conducting a hull swap in San Diego outside of the normal deployment rotation. The crew moved from USS CHIEF to USS WARRIOR beginning 20 AUG.

Following the hull swap the Crew began an Ordnance Assist Visit (OAV) on 7 SEP. A thorough inspection of all Armory including the Ready Service Lockers (RSL), ordinance magazines, mag sprinklers, and the ROLMS program was reviewed by ATG.

Upon completion of OAV, Crew Leader executed Ship Board Training Team. SBTT which marks the beginning of a Ship's Basic Phase Training Cycle, was conducted onboard WARRIOR to assess the ship and Crew's readiness for Unit Level Training and Readiness Assessment-Combat and Engineering (ULTRA-C and E).

Crew Leader conducted Damage Control Material Assessment (DCMA) and ULTRA-C in October. Prior to beginning ULTRA-C, WARRIOR suffered an engineering casualty when emulsified lube oil was discovered in the port Main Reduction Gear (MRG). WARRIOR was selected to be the test platform for a lube oil upgrade which required an entirely new process be developed. While this process was being developed and performed, WARRIOR was unable to get underway. Thus, Crew Leader was forced to accomplish all evolutions required for certification for deployment on 5 different MCM hulls: USS WARRIOR (MCM 10), USS DEVASTATOR (MCM 6), USS PIONEER (MCM 9), USS SENTRY (MCM 3), and USS CHAMPION (MCM 4).

In November, MCM Crew Leader completed Force Protection Unit Level Training and Readiness Assessment (FP-ULTRA), 3M Certification and the Conventional Ordnance Safety Review (COSR). During FP-ULTRA, Crew Leader conducted over fourteen drills in a period of two days and scored an impressive 98% final grade.

Due to the casualty in WARRIOR, Crew Leader was forced to conduct ULTRA-E in USS PIONEER. Over the course of four days beginning 6 DEC, the engineers, along with help from the rest of the Crew, conducted eighteen evolutions and twelve drills. Engineering Assessment Pacific (EAP) recognized the level of professionalism and skill among the crew and recommended the crew "fast track" to their Tailored Ship Training Availability (TSTA). On 16 DEC, four sailors were frocked to Petty Officer Third Class to include ENF(b)(b) (6), MNSN(b) (6), CSSN(b) (6) (b)(b) (6) and ENF(b) (6). Two sailors were frocked to Petty Officer Second Class to include EN3(b) (6), En3(b) (6), and Chief Petty Officer(b) (6) was frocked to Senior Chief Petty Officer.

Commander's Assessment

2010 was a challenging year for MCM Crew Leader. However, as always, my outstanding sailors rose to meet those challenges with professionalism and tenacity. The extension of the Planned Maintenance Availability (PMA) in March was particularly difficult. Returning a ship to full operational standards after a long availability can be difficult, but solid leadership and strict procedural compliance proved decisive in the crew's ability to return CHIEF to a fully-operational warship. Valuable technical

knowledge was gained by taking advantage of the rare opportunity to work side by side with many of the technicians and learn first hand the inner workings of equipment.

The emergent port visit to Monterey highlighted the flexibility and superb seamanship of the crew. Not only did the crew lose power due to a failed Digital Voltage Regulator (DVR) and pull into a small fishing pier designed for civilian craft but parted four mooring lines on eight separate occasions. The situation forced the engineers to modify their approach to a major casualty whereby we were in a non-navy port with very limited capabilities. As to be expected the crew responded superbly and the ship was able to get underway will all three SSDG's operational.

The discovery of emulsified oil and the designation of WARRIOR to be a test platform for new lube oil, left the crew in the unique position of having to finish all of her underway certifications on other hulls. While the situation was incredibly challenging and arduous it yet again proved CREW LEADER's flexibility and adaptability and above all their ability to get the job done correctly and set the standards all others are judged by.